

AD-A099 666

WEATHER SQUADRON (30TH) APO SAN FRANCISCO 96301
F/G 4/2
TERMINAL FORECAST REFERENCE NOTEBOOK, DETACHMENT 19, CAMP HUMPH--ETC(U)
OCT 80

UNCLASSIFIED

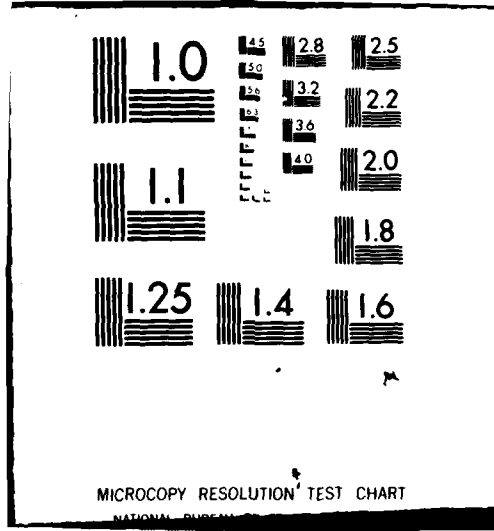
30WS-TFRN-81/001

SBIE-AD-E850 061

NL

U-1
P-28

END
DATE
FILMED
7-81
DTIC



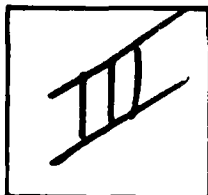
5C

PHOTOGRAPH THIS SHEET

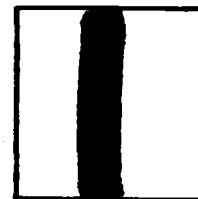
AD-E850061

AD A099666

DTIC ACCESSION NUMBER



LEVEL



INVENTORY

Rept. No. 30WS/TFRN-81/001

DOCUMENT IDENTIFICATION

30 Oct. 80

DISTRIBUTION STATEMENT A

Approved for public release
Distribution Unlimited

DISTRIBUTION STATEMENT

ACCESSION FOR

NTIS GRA&I ☒

DTIC TAB ☐

UNANNOUNCED ☐

JUSTIFICATION

BY

DISTRIBUTION /

AVAILABILITY CODES

DIST

AVAIL AND/OR SPECIAL

A

DISTRIBUTION STAMP

DTIC
ELECTE
JUN 3 1981
S D D

DATE ACCESSIONED

*Original contains color
plates: All DTIC reproduct-
ions will be in black and
white*

81 5 29 002

DATE RECEIVED IN DTIC

PHOTOGRAPH THIS SHEET AND RETURN TO DTIC-DDA-2

AD-E850061

AD A099666

TERMINAL FORECAST REFERENCE NOTEBOOK

DETACHMENT 19 30TH WEATHER SQ

Camp Humphreys AI, Korea

Preparation Date: 30 October 1980

APPROVED FOR PUBLIC RELEASE;

DISTRIBUTION UNLIMITED

Review and Approval Statement

This report is approved for public release. There is no objection to unlimited distribution of this report to the public at large, or by DTIC to the National Technical Information Service. (NTIS).

This technical report has been reviewed and is approved for publication.

Wayne E. McCollom

WAYNE E. MCCOLLOM, Chief
Technical Information Section
USAFETAC/TST

UNCLASSIFIED

449-1731

SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)

REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM
1. REPORT NUMBER 30WS-TRN-21/001	2. GOVT ACCESSION NO.	3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle) TERMINAL FORECAST REFERENCE NOTEBOOK DETACHMENT 19, 30TH WEATHER SQUADRON Camp Humphreys AI, Korea		5. TYPE OF REPORT & PERIOD COVERED
7. AUTHOR(s) Detachment 19, 30th Weather Squadron		6. PERFORMING ORG. REPORT NUMBER
9. PERFORMING ORGANIZATION NAME AND ADDRESS Detachment 19, 30th Weather Squadron Camp Humphreys AI, Korea APO 96271		8. CONTRACT OR GRANT NUMBER(s)
11. CONTROLLING OFFICE NAME AND ADDRESS HQ 1st Weather Wing/DON Hickam AFB, HI 96853		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS
14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)		12. REPORT DATE 30 October 1980
		13. NUMBER OF PAGES 27
		15. SECURITY CLASS. (of this report) Unclassified
		15a. DECLASSIFICATION/DOWNGRADING SCHEDULE
16. DISTRIBUTION STATEMENT (of this Report) Approved for Public Release; Distribution Unlimited		
17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)		
18. SUPPLEMENTARY NOTES		
19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Terminal Forecast Weather Impact Army Mission Support		
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) This publication describes the impact of weather at Camp Humphreys AI, Korea in terms of mission support requirements. Also included are the weather forecasting guidelines, which cover, local topography, meteorological instrumentation, climatology, and predominant seasonal weather.		

TABLE OF CONTENTS

Section A - Location, Topography, and Local Effects.....	A-1
Geographical Location and Topography of the Republic of Korea.....	A-2
Geographical Location and Topography of Camp Humphreys.....	A-3
Location of Camp Humphreys' Meteorological Equipment and Representativeness of Surface Observations.....	A-4
Local Effects at Camp Humphreys.....	A-5
Map 1, Desiderio Army Airfield.....	A-6
Map 2, Southwestern Kyonggi-do Province (1:250,000).....	A-7
Map 3, Camp Humphreys Area (1:50,000).....	A-8
Section B - Weather Impact on Supported Units.....	B-1
US Army Garrison Camp Humphreys.....	B-2
802 Engineer Battalion.....	B-2
194 Maintenance Battalion.....	B-2
30 Ordnance Company.....	B-2
60 Transportation Company.....	B-2
82 Signal Detachment.....	B-2
257 Signal Company.....	B-2
501 Signal Company.....	B-2
520 Maintenance Company.....	B-2
19 Aviation Battalion.....	B-2
201 Aviation Company.....	B-2
213 Aviation Company.....	B-2
271 Aviation Company.....	B-2
146 Aviation Battalion.....	B-4
45 Transportation Company (Aviation).....	B-7
Section C - Synoptic Climatology (none on file).....	
Section D - Rules of Thumb (none on file).....	
Section E - Forecast Studies (none on file).....	
Section F - Climatological Data (See 1WW SS 105-2).....	F-1
Camp Humphreys AWS Climatic Brief.....	F-2
Section G - Synoptic Case Studies (none on file).....	
Section H - Terminal Forecast Work and Preparation Sheets.....	H-1
Det 19, 30WS Terminal Forecast Worksheet (30WS 0-62).....	H-2

SECTION A

LOCATION, TOPOGRAPHY, AND LOCAL EFFECTS

1. Geographical Location and Topography of the Republic of Korea.¹ The Republic, about the size of Indiana, covers 37,700 square miles. The climate of Korea is largely influenced by the continent of Asia, the world's largest land mass, to the west and by the Pacific, the world's largest ocean to the east.

a. The peninsula is bounded to the east by the East Sea (also known as the Sea of Japan), to the south by the Korea Strait (also known as the Straits of Tsushima), and to the west by the Yellow Sea. There are numerous rivers and smaller streams throughout the country. The largest river, the Han, consists of two major branches. The Puk (north branch) Han originates in the mountainous Kangwon-do province in the northwestern portion of the Republic. The Puk Han flows southwestward to Seoul where it is joined by the Nam (south branch) Han river. The Nam Han originates in Chungchong-Pukto province in the central portion of the country. From Seoul, the Han flows west northwestward and empties into the Yellow Sea. The Imjin river, also in the northern portion of the Republic, originates in north Korea. It flows southwestward along the Demilitarized Zone (DMZ) and joins the Han river about 20 miles northwest of Seoul. The Nakdong river, which drains the relatively broad interior valley in the southern part of the Republic, originates from Lake Andon in the east-central province of Kyongsang-Pukto. From there, the Nakdong river flows southward and empties into the Korea Strait, just west of Pusan. Industry in Korea is still primarily agricultural with rice paddies throughout the nation, providing a large moisture source during the summer months.

b. The Republic of Korea extends from north Korea, roughly along the 38th parallel, to 34°N (excluding Cheju Island). The terrain of Korea is irregular and, in general, very rugged. The major terrain feature is a long mountain chain, the Taebaek mountains, which extend longitudinally along the entire length of the peninsula. This mountainous backbone lies closer to the east coast than the west, with peaks rising over 5000 feet in the central and southern parts. To the east, the mountains drop steeply to the coast. There is a more gradual decrease in elevation west of the range. Numerous rugged hills (peaks to 3000 feet) extend to the western coastline. The western and southeastern sectors of the nation consists of hills and plains which support most of the Republic's agricultural industry.

US Navy Tech Report 77-03, The Environment of South Korea and Adjacent Sea Areas, in the unit TFRF, is an excellent reference for this subject.

2. Geographical Location and Topography of Camp Humphreys.

This installation is in the extreme southern portion of Kyonggi-do province, in the northwestern part of the Republic. Desiderio Army Airfield, A-511, at 36°57'N, 127°02'E and 45 feet MSL, is near the western outskirts of the village of Anjang-ri, 34 nautical miles south of Seoul, and eight miles south of Osan AB. Camp Humphreys is located in a relatively lowland area on the west coast of the Republic. The terrain around Camp Humphreys is characterized by low hills and marshy flatlands. The area around Anjang-ri is exclusively agricultural, consisting of small farms and rice paddies. The rice paddies cover all of the lowland areas. There are numerous small hills to the east and southeast of the Camp, which are covered with small pine trees.

a. The Ansong River, which originates in the mountains 20 miles east of Camp Humphreys, flows eastward to a point three miles northwest of the airfield, then southward to a point two and one half miles southwest; and from there westward to the Yellow Sea, 20 miles to the west. The Chinwi Creek flows southward, from the Osan area to two and one half miles north-northeast of Camp Humphreys where it joins the Ansong River. There are numerous other small streams (wet season) in the area. National Highway 381 links the post with the town of Pyongtaek, four miles to the northwest. national Highway 1 (the MSR) runs south through Osan and Pyongtaek to Taejon.

b. There are no organized mountains near Camp Humphreys. The highest hill within five miles of the post is Simbong at 295 meters, and four point three miles to the southwest.

3. Location of Camp Humphreys' Meteorological Equipment and Representativeness of Surface Observations (see map #1):

a. The weather forecasting and observing sections are co-located in Building 822 (Base Operations), approximately one-fourth mile WSW of the control tower.

b. The instrument shelter and rain gauge are located on the lawn adjacent to the weather station.

c. The ceiling light (ML-121) is located on the 146th taxiway 1,000 feet NW of the weather station and approximately 4,000 feet WNW of the approach end of the primary runway (32).

d. The wind equipment (GMQ-11) is located 1,000 feet from the approach end of runway 32 and 500 feet to the left of the runway centerline.

e. Visual observations are taken from the observation platform, which is mounted on the roof of the weather station.

(1) Daytime observations are very representative with numerous visibility markers available; however, most cloud heights are estimated since the only means for measuring cloud heights during daylight hours are balloons.

(2) Nighttime observations present a problem due to the limited instrumentation, (fixed beam ceiling light and balloons with lighting units). Numerous visibility markers allow for representative visibilities in all quadrants, except for the northwest quadrant. Fog or low stratus which often forms over the river to the northwest is usually undetected until the airfield is nearly overcast.

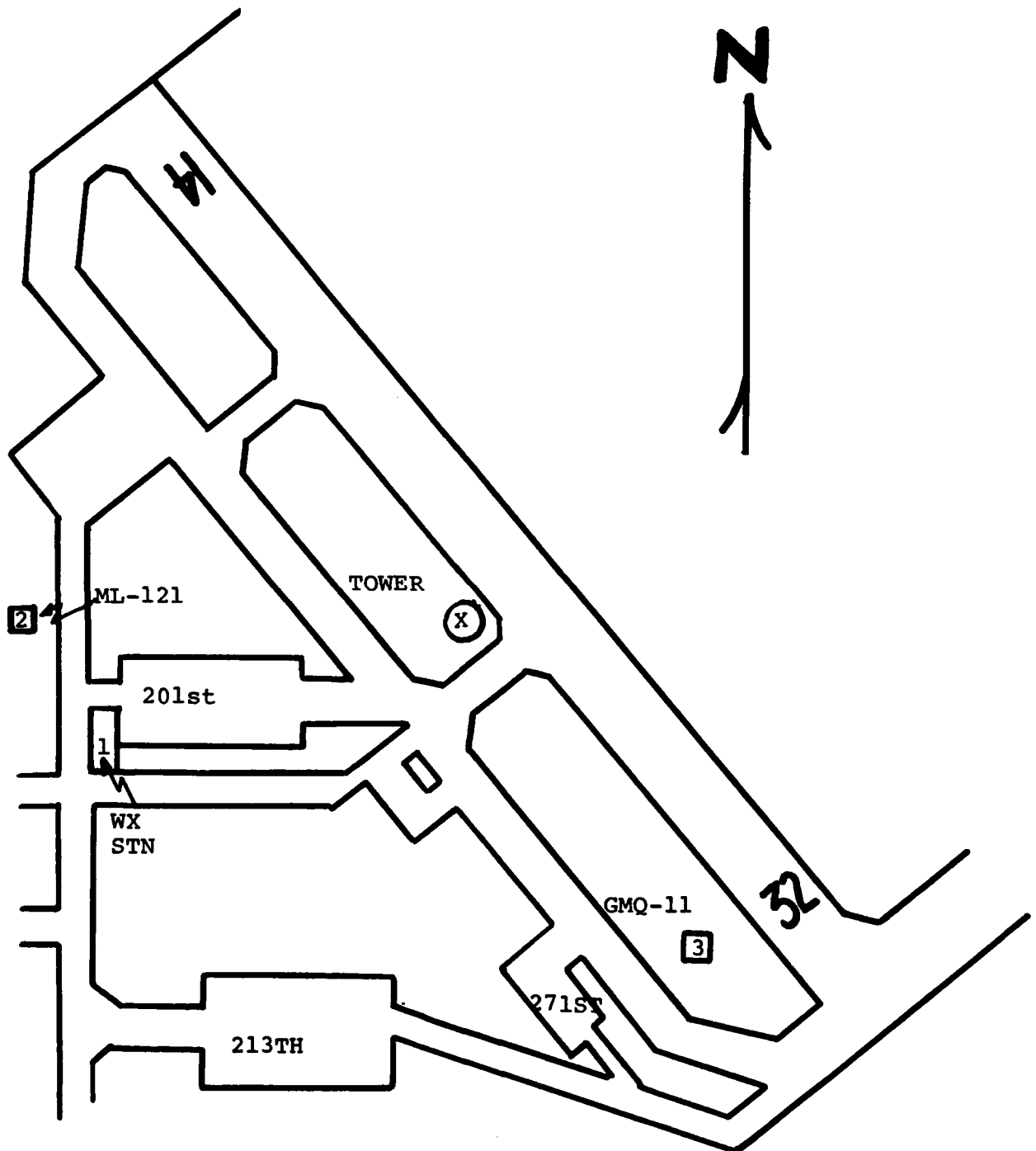
4. Geographical Location, topography, and Local Effects of Desiderio Army Airfield. A-511, Desiderio Army Airfield, Camp Humphreys, Pyongtaek, Korea is located on the west coast of the Republic of Korea, approximately eight nautical miles south of Osan AB and 75 miles north, northeast of Kunsan AB. The field elevation is 45 feet MSL. The coordinates are 36°57'N, 127°02'E. The surrounding countryside is generally flat terrain with numerous rice paddies. The Ansong River flows from the northeast around the northern end of the airfield into the Yellow Sea, which is about twenty miles to the west of the airfield. To the east, the flat terrain gradually gives way to rolling hills then rapidly into a high mountain ridge which extends the length of the Republic from the north to the south.

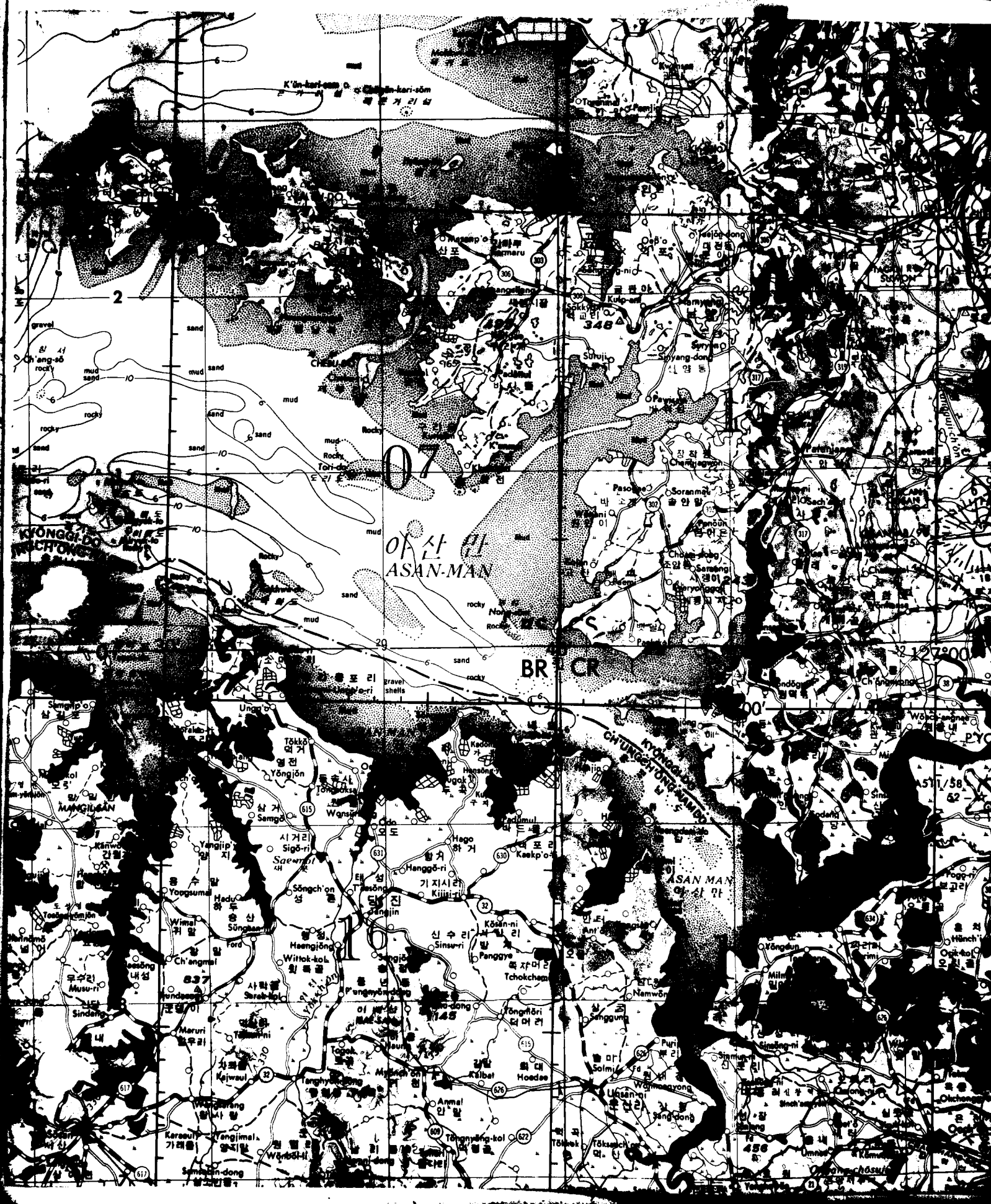
a. The one and only active runway is 32/14 and is approximately 6,000 feet in length. The weather station is located one-fourth mile to the southwest of the center of the runway. The observing site is a platform on the roof of the operations building. The observing and forecasting sections are co-located in the operations building.

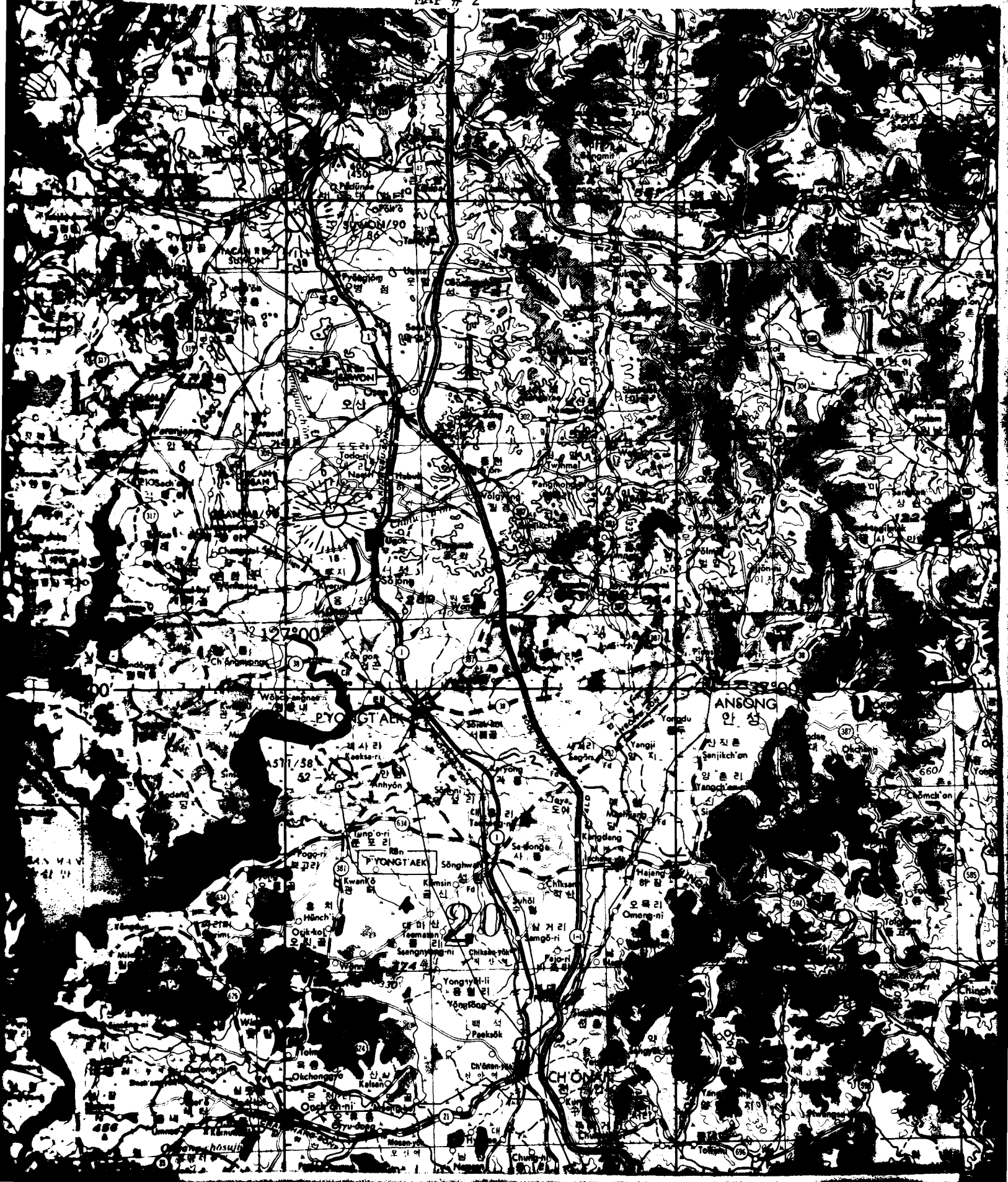
b. The prevailing wind direction is from the SW-NW during the months of November - July and NE-E August - October. Except for a few low hills, A-511 is generally unprotected from the westerly flow over the Yellow Sea. Because of the airfield's open exposure to the west and the prevailing westerly winds, early morning fog and low stratus occur quite frequently during the early fall and late spring months.

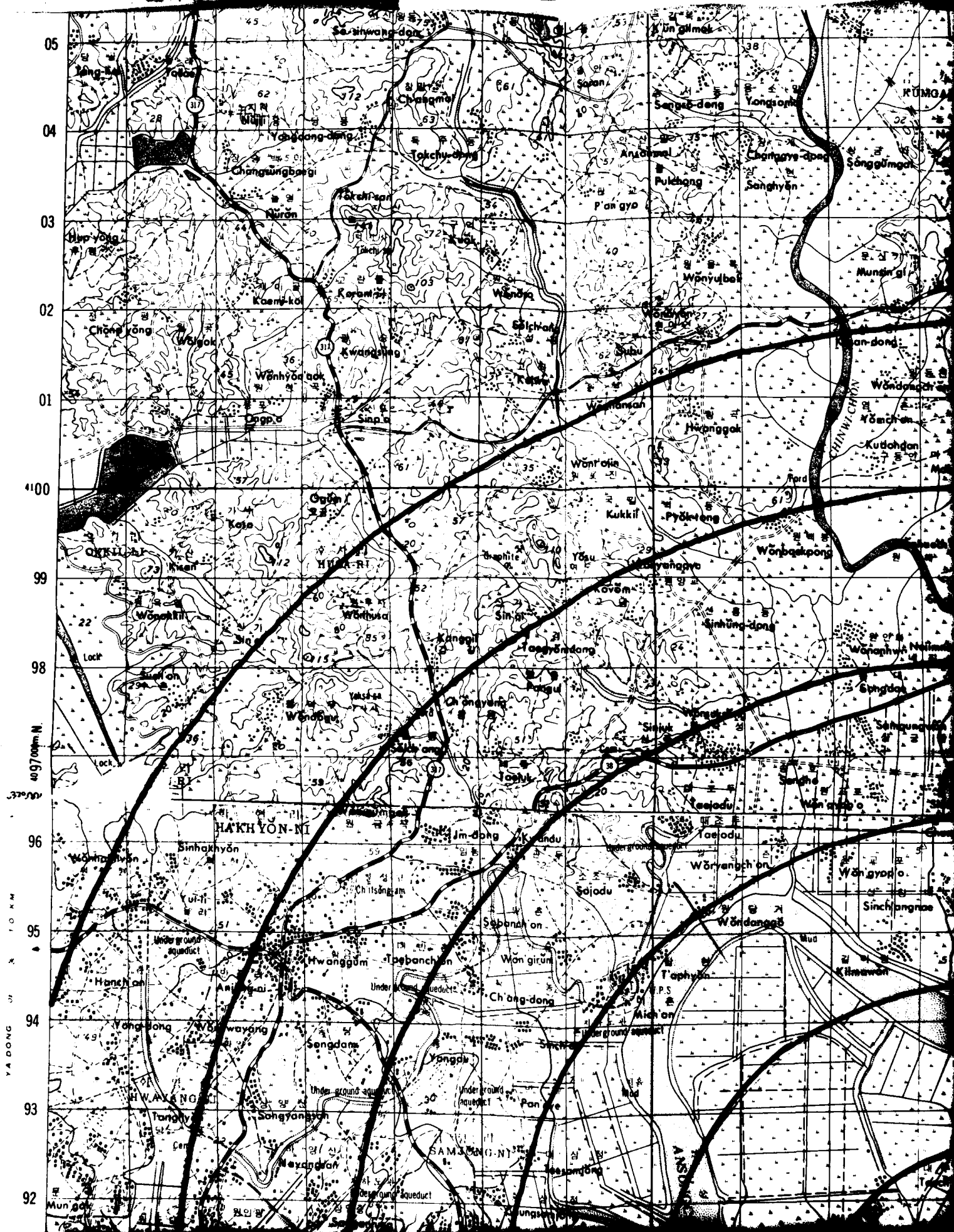
MAP-1

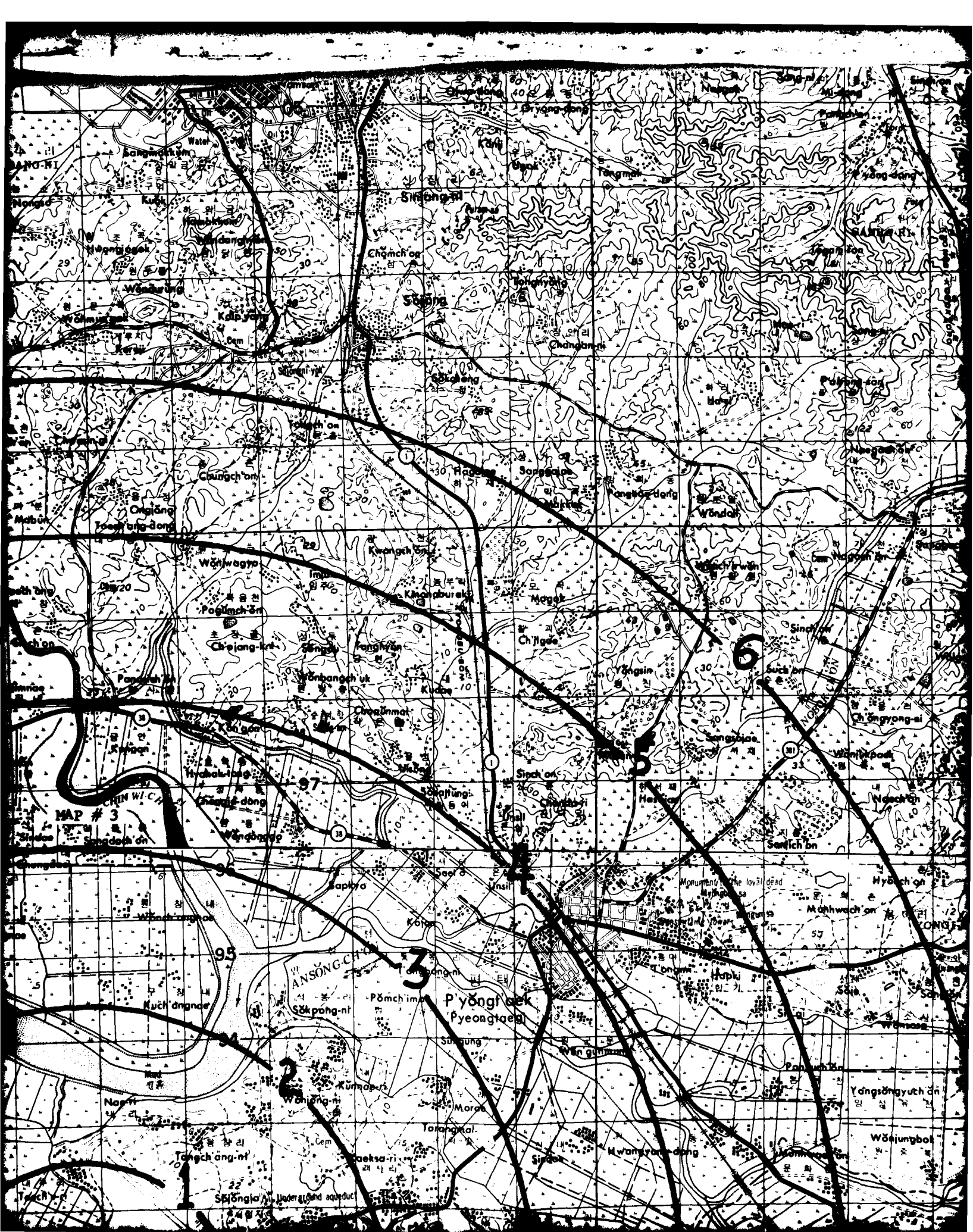
DESIDERIO ARMY AIRFIELD (A-511/RKSG)

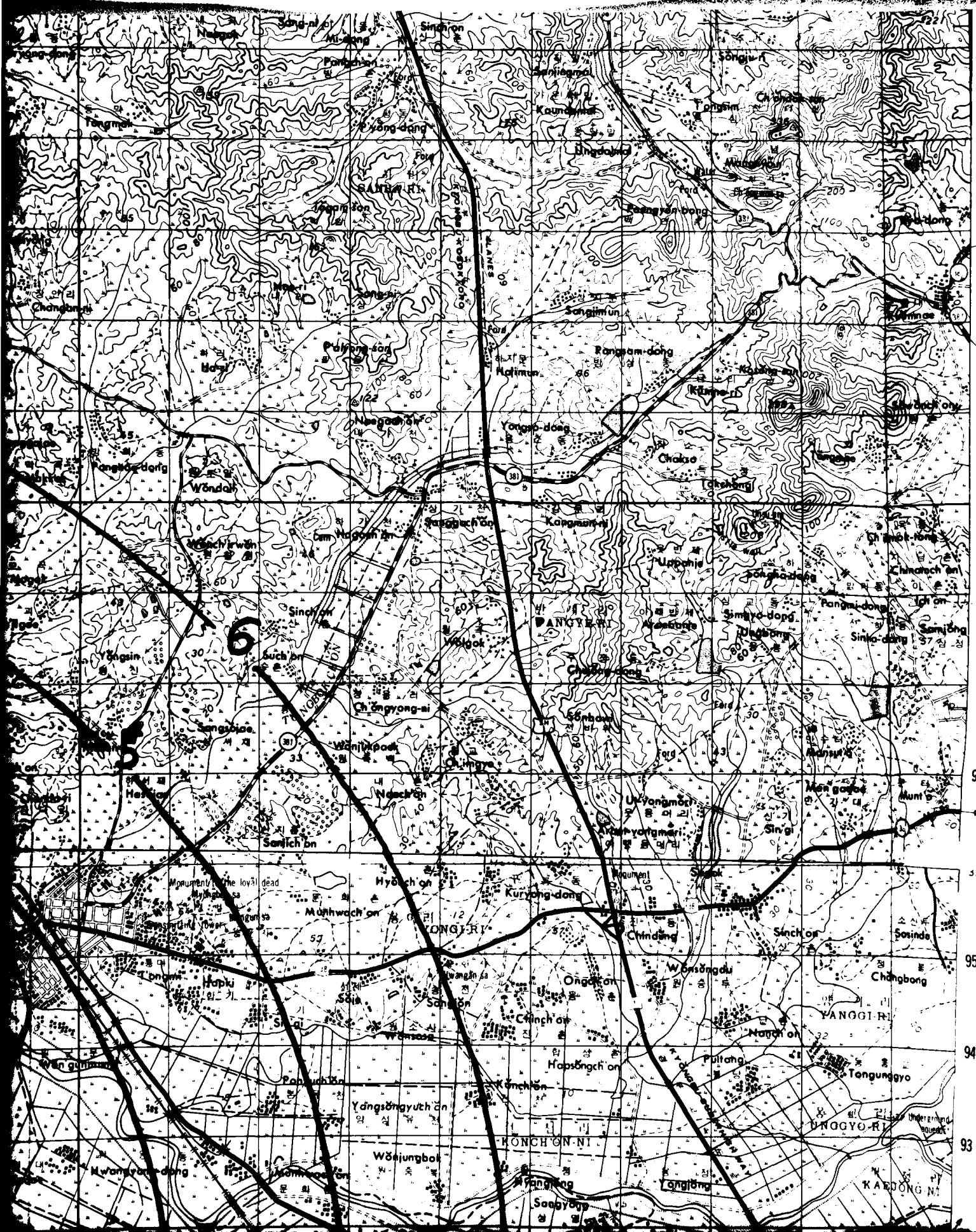












05
05 3

04

03

02

01

00

99

98

97

96

95

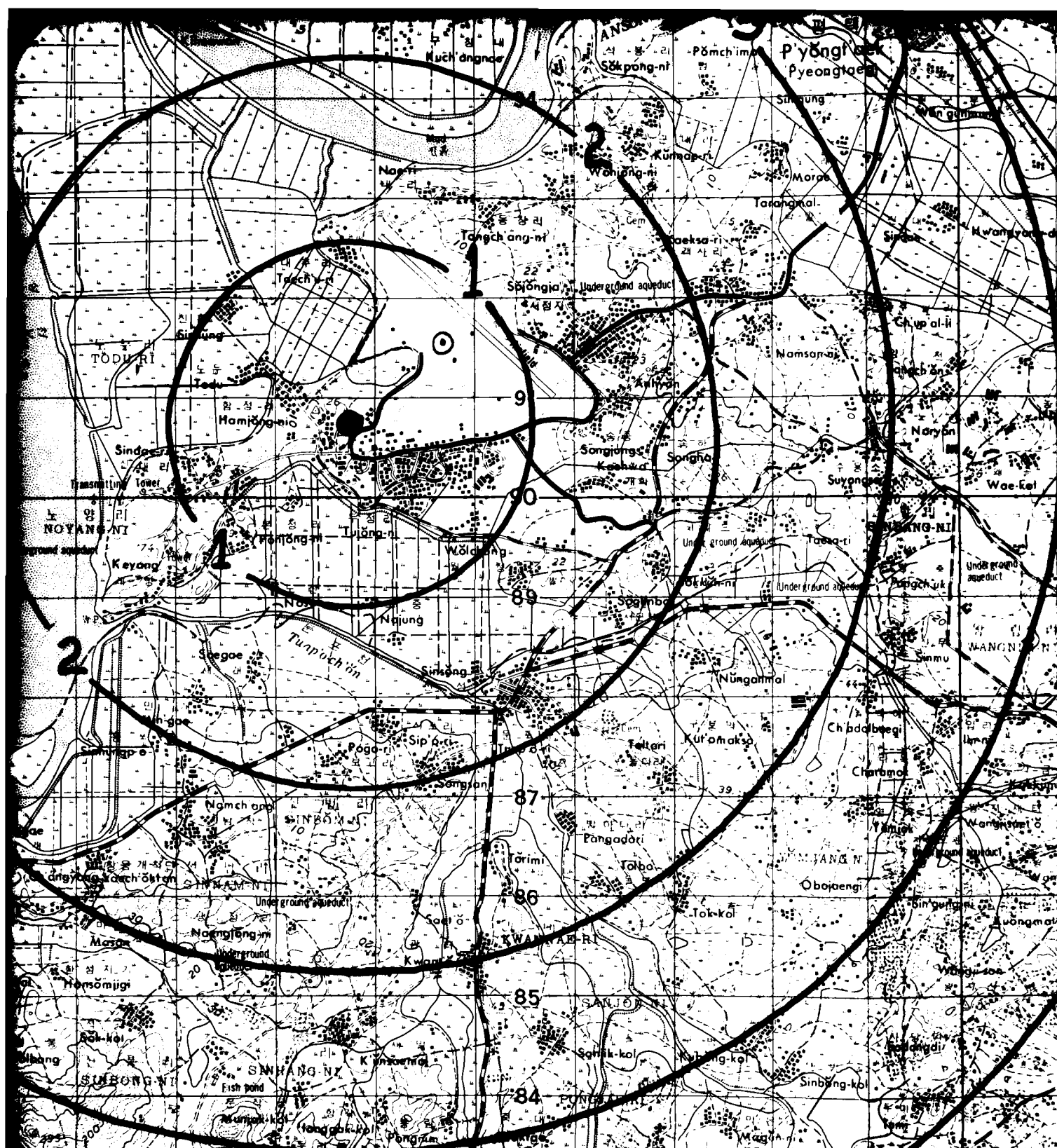
94

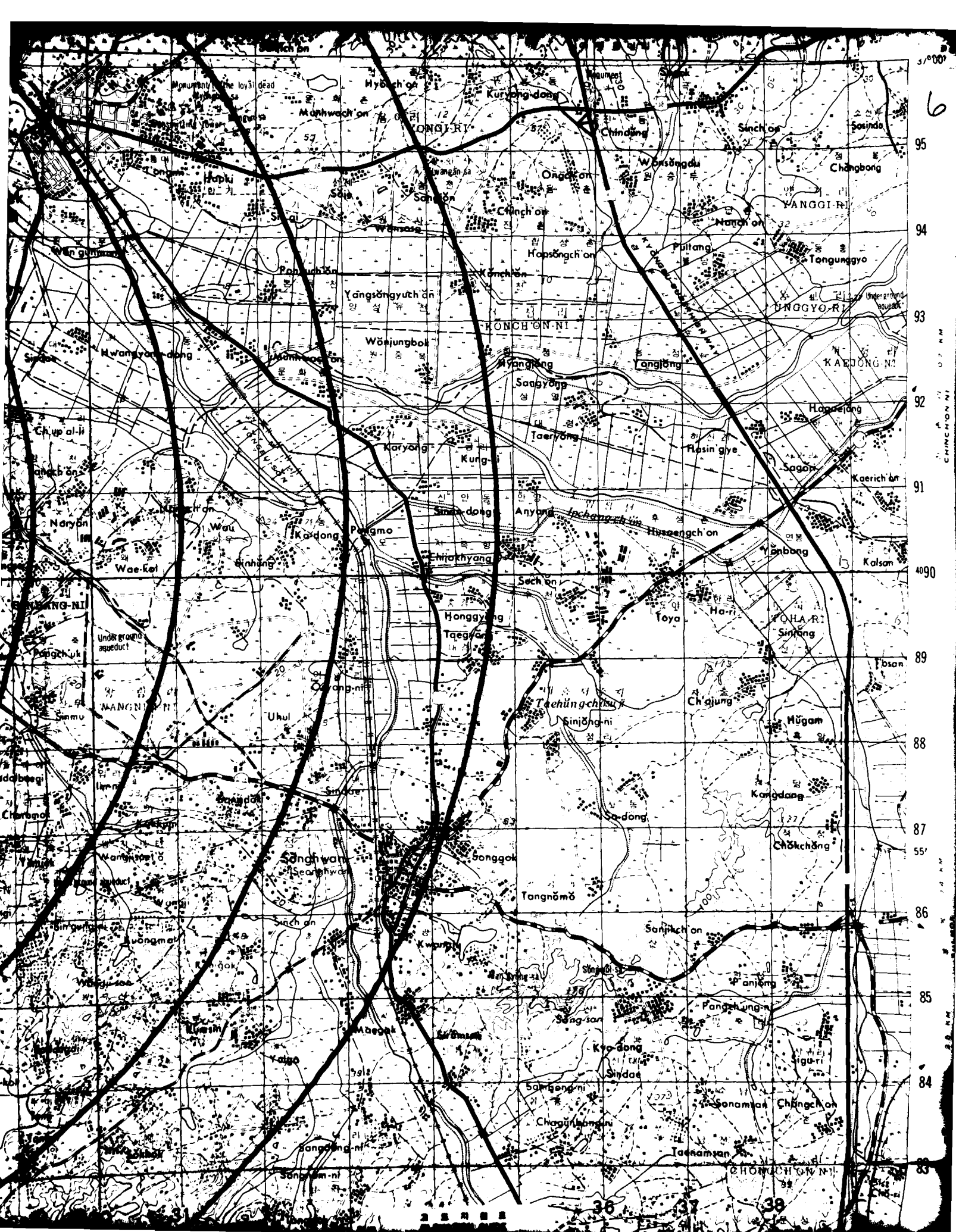
93

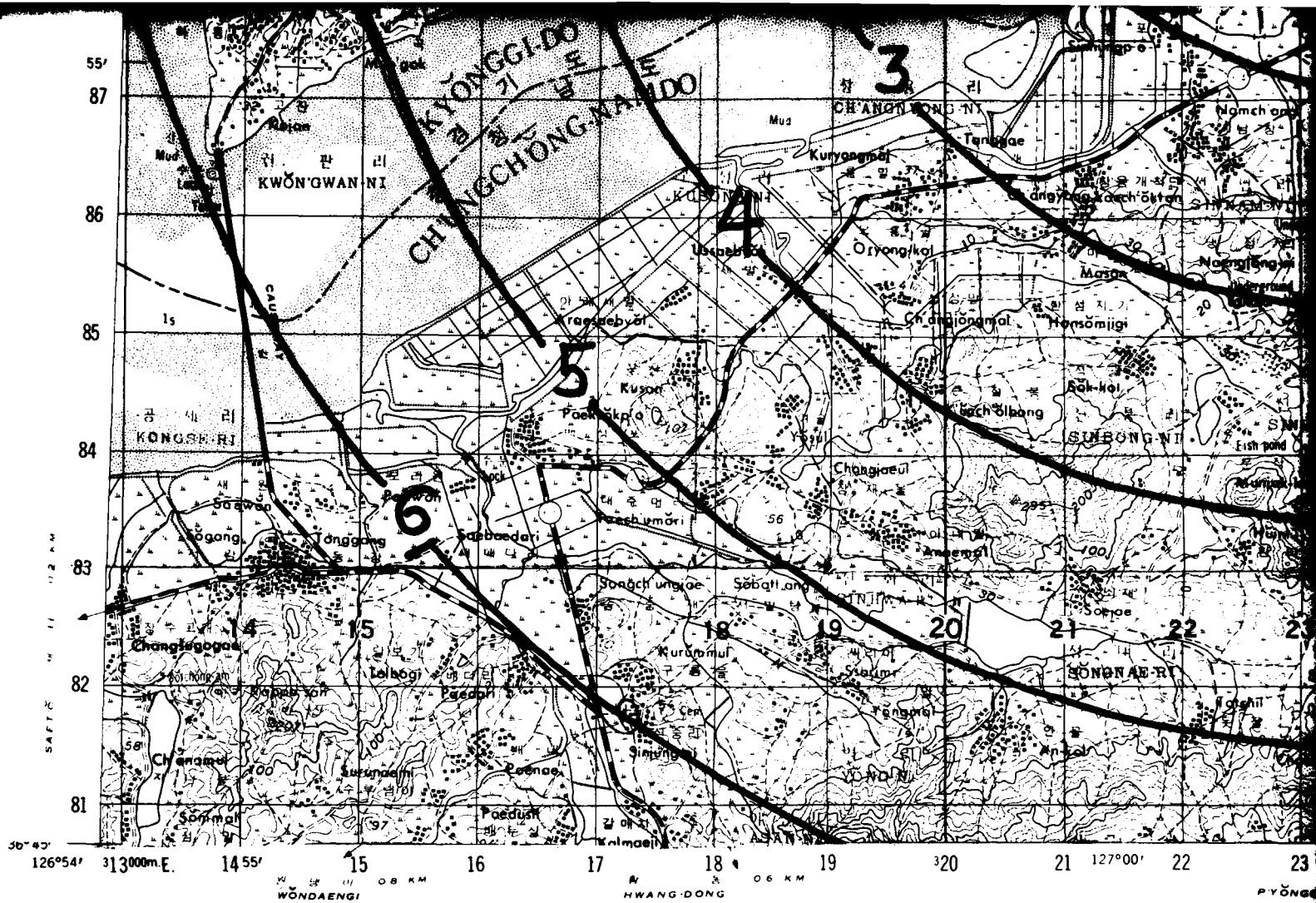
05
04
03
02
01
00
99
98
97
96
95
94
93

05
04
03
02
01
00
99
98
97
96
95
94
93

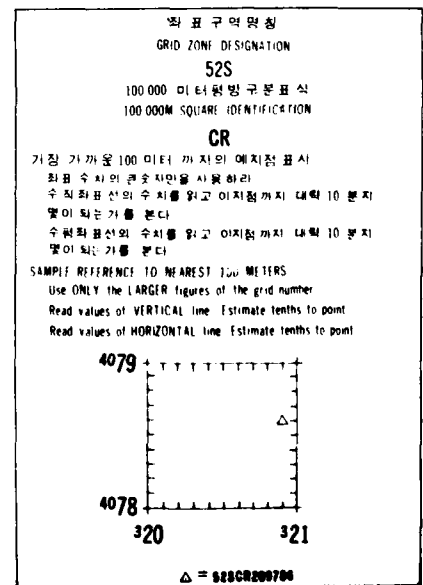
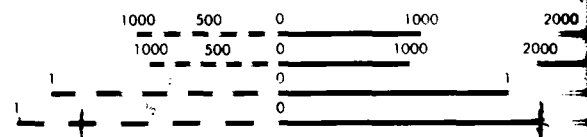
05
04
03
02
01
00
99
98
97
96
95
94
93







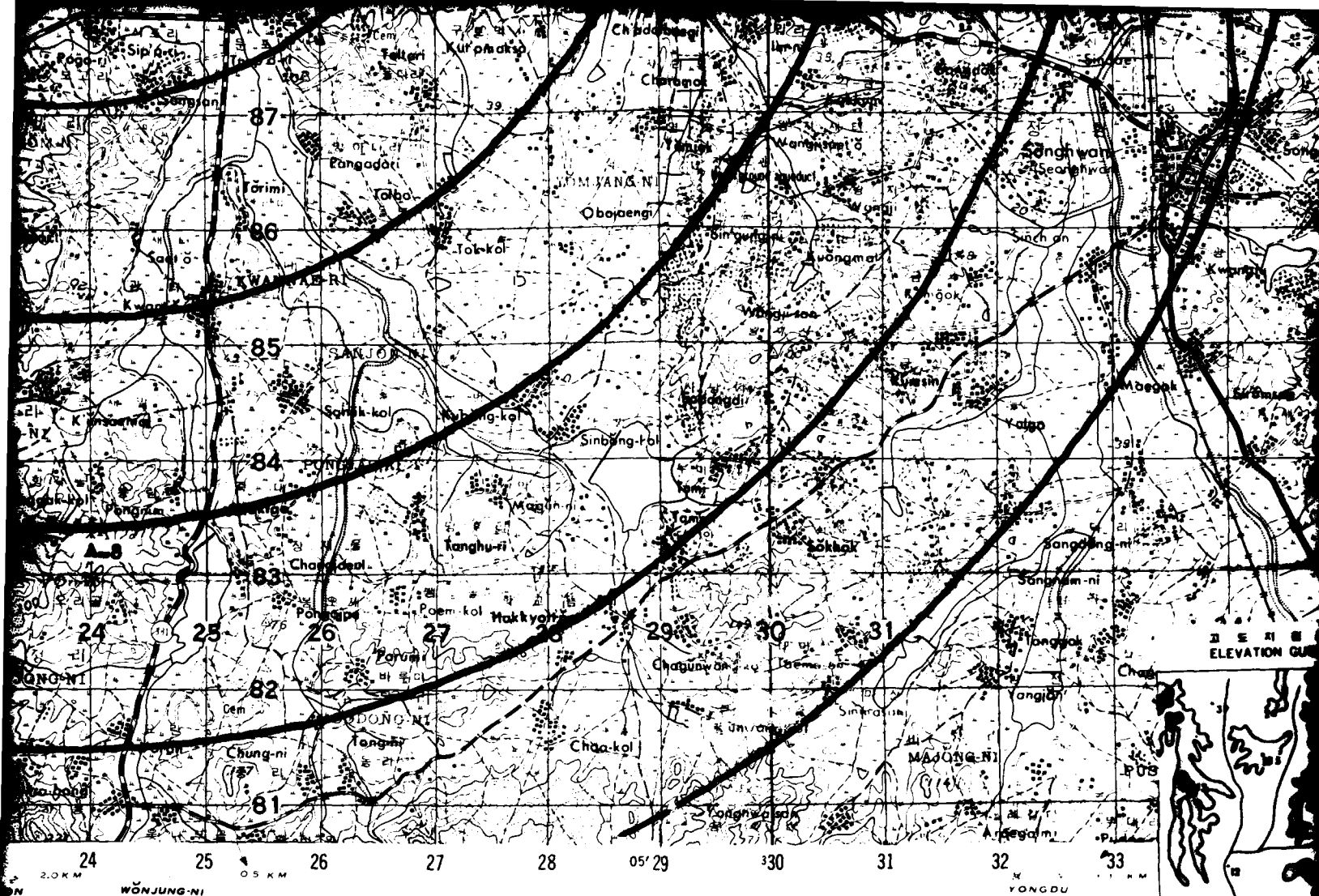
범례 LEGEND	
고속도로	SUPERHIGHWAY
4차선고속도로	4 Lanes super highway
2차선고속도로	2 Lanes super highway
도로	ROADS
어떠한 기후에서라도 통행가능	All weather
포장면 표면 4.8미터(16피드) 또는 그 이상의 폭	hard surface, 4.8m.(16 feet) or more wide
포장면 표면 4.8미터(16피드) 또는 그 이상의 폭	loose surface, 4.8m.(16 feet) or more wide
포장면 표면 2.4-4.8미터(8-16피드)의 폭	hard surface, 2.4 to 4.8m.(8 to 16 feet) wide
포장면 표면 2.4-4.8미터(8-16피드)의 폭	loose surface, 2.4 to 4.8m.(8 to 16 feet) wide
맑거나 건조한 기후에만 통행가능	Fair or dry weather, loose surface, over 4.8m.(16 feet) wide
포장면 표면 4.8미터(16피드) 이상의 폭	Fair or dry weather, loose surface, 2.4 to 4.8m.(8 to 16 feet) wide
포장면 표면 2.4-4.8미터(8-16피드)의 폭	Cart track 1.5 to 2.4m.(5 to 8 feet) wide
우마차길 1.5-2.4미터(5-8피드)의 폭	Footpath, trail less than 1.5m.(5 feet) wide
소로 1.5미터(5피드) 이하의 폭	Superhighway route marker
고속도로 번호	National, local route marker
국도, 지방도, 도로번호	BRIDGES
교량	Steel, concrete, wood
철교, 콘크리트교, 목교	RAILROADS
철도	Normal gauge, 1.44m.(4'8 1/2") wide
표준궤간 1.44미터(4'8 1/2")의 폭	Single track with station
단선 및 역	Double track
복선	Masonry wall, Levee
돌담, 유제방	Power transmission line
고압선	Horizontal control point, Bench mark in meters
실각점, 수조점	Spot elevation in meters; Checked, Unchecked
지점의 높이: 조사함료, 미조사	School, church
학교, 교회	Transformer station, Water pumping station
변전소, 양수정	Ford, Ferry
여객차, 나무	Ford, Ferry
물, 사당, 묘지	Temple, shrine, Cemetery
삼림 또는 숲길, 잡목	Woods or brushwood, Scrub
과수원, 포도원	Orchard, Vineyard
논	Rice paddies



도로번호는 대한민국 건설부에서 제공한 최신정보에 의하였음.
ROUTE NUMBERS ARE BASED ON THE NEW INFORMATION FURNISHED BY ROK MOC.

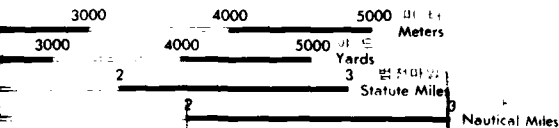
도엽번호 3119 | 계열번호 L752 판 수 3-KAMS
SHEET SERIES EDITION

이 지도는
USNS 5200
DIRECTOR



고도지표
ELEVATION GU

1:50,000



대한민국 육군측지부대
20미터 조곡선은 10 미터
한지정찰 1976년
필단 "마케터"식 투영
해면 평균수위
"도"를 기준함
"벡셀" 지구 52구역의 1,000 미터 안국필단 "마케터" 좌표
대한민국 육군측지부대 서기 1977년 3월

REPUBLIC OF KOREA ARMY MAP SERVICE
INTERVAL — 20 METERS WITH 10 METER SUPPLEMENTS
DATE — FIELD CHECKED 1976
PROJECTION — TRANSVERSE MERCATOR
TUM — MEAN SEA LEVEL
DATUM — TOKYO DATUM
1000 METER UTM, ZONE 52 BESSEL SPHEROID
REPUBLIC OF KOREA ARMY MAP SERVICE 3/77

DISTRIBUTION LIMITED — DESTROY
WHEN NO LONGER NEEDED

사실이 있으면 육군측지부대에 알려 주십시오
FOR IMPROVING THIS PRODUCT TO

자북방위각을 도북방위각으로
변경하려면 G-M각을 감하라

TO CONVERT A
MAGNETIC AZIMUTH
TO A GRID AZIMUTH
SUBTRACT G-M ANGLE

도북방위각을 자북방위각으로
변경하려면 G-M각을 가하라

TO CONVERT A
GRID AZIMUTH TO A
MAGNETIC AZIMUTH

1975 도자기
ANGLE
5.2 100
MILS

자북방위각
TRUE NORTH
MAGNETIC NORTH

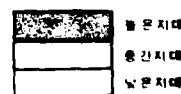
MAP-3

도면각
1° 10' (21 MILS)
도면의 중앙에서
GRID CONVERGENCE
1° 10' (21 MILS)
FOR CENTER OF SHEET

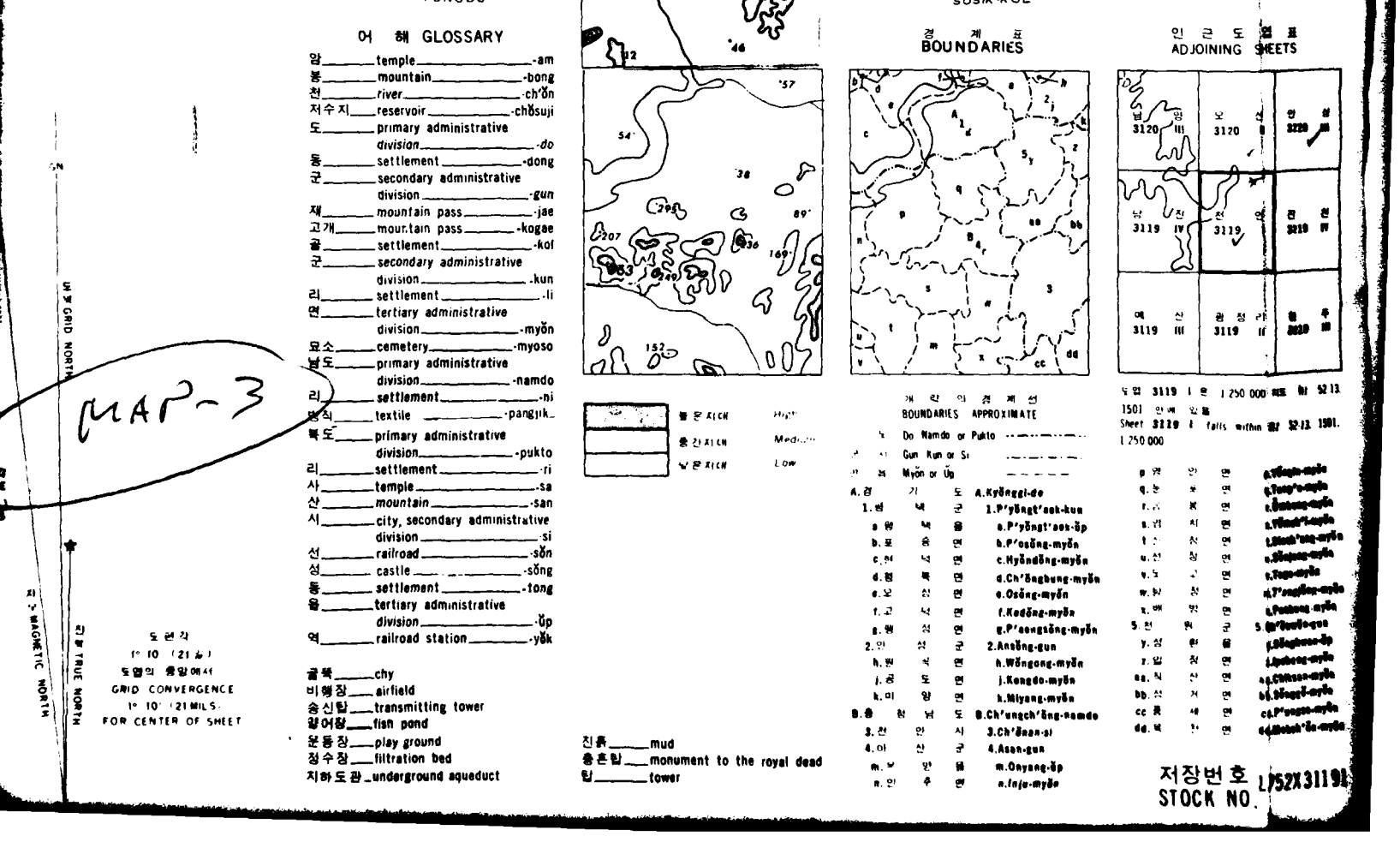
어 해 GLOSSARY

암	temple	-am
봉	mountain	-dong
천	river	-ch'on
저수지	reservoir	-ch'osui
도	primary administrative	
division		-do
동	settlement	-dong
군	secondary administrative	
division		-gun
재	mountain pass	-jae
고개	mountain pass	-kogae
골	settlement	-gol
군	secondary administrative	
division		-kun
리	settlement	-li
면	tertiary administrative	
division		-myon
묘소	cemetery	-myoso
남도	primary administrative	
division		-namdo
리	settlement	-ni
복식	textile	-pangik
북도	primary administrative	
division		-pukto
리	settlement	-ri
사	temple	-sa
산	mountain	-san
시	city, secondary administrative	
division		-si
선	railroad	-son
성	castle	-song
동	settlement	-tong
읍	tertiary administrative	
division		-up
역	railroad station	-yok

굴목 chy
비행장 airfield
송신탑 transmitting tower
물어장 fish pond
놀이장 play ground
정수장 filtration bed
지하도관 underground aqueduct



진흙 mud
기념물 monument
탑 tower



SECTION B

WEATHER IMPACT ON SUPPORTED UNITS

WEATHER IMPACT ON SUPPORTED UNITS

UNITS SUPPORTED:

- a. USAG-CH (Host).
- b. 802 Eng Bn.
- c. 194 Maint Bn.
- d. 30 Ord Co.
- e. 60 Trans Co.
- f. 82 Sig Det.
- g. 257 Sig Co.
- h. 501 Sig Co.
- i. 520 Maint Co.

1. Mission: Military construction and support for all assigned and tenant organizations.

2. Weather Elements Critical to Mission Accomplishment:

- a. Tornado/Funnel Cloud (any).
- b. Surface Winds Greater than 49kts.
- c. Precip Accumulation of 2 inches or Greater in 12 Hours (Rain/Snow).
- d. Freezing Precipitation.
- e. Wind Chill of Less than -20°F.

Unit Supported: 19th Aviation Battalion

- a. 201 Avn Co.
- b. 213 Avn Co.
- c. 271 Avn Co.

1. Systems/Aircraft Assigned:

- a. UH-1 Helicopter. (201 Avn Co).
- b. CH-47 Helicopter. (213 Avn Co/271 Avn Co).

2. Mission:

a. Personnel, weapons and equipment supply/resupply in support of USA and ROKA throughout the Republic of Korea.

b. Emergency Parts Replacement.

c. Airlift Support for 2 Infantry Division in Support of Classified Missions.

3. Weather Elements Critical to Operations:

a. UH-1 (201 Avn Co):

(1) Crosswind Limitations: None (NOTE: Cannot start or shutdown engines with gust spread of 15kts or greater, or average wind speed greater than 30kts. Maximum winds for hover: 35kts).

(2) Icing Limitations: Moderate Icing (NOTE: Continuous flight in light icing conditions is not recommended).

(3) Turbulence Limitations: Severe Turbulence (observed or forecast).

b. CH-47 (213 Avn Co/271 Avn Co):

(1) Crosswind Limitations: None (NOTE: Cannot start or shutdown engines with observed surface winds greater than 30kts from any direction).

(2) Icing Limitations: Not recommended for flight into observed light icing areas.

(3) Turbulence Limitations: Cannot fly through areas of forecast or observed severe turbulence.

4. Performance, Capabilities and Limitations:

a. Performance:

(1) UH-1

(a) Normal Cruise: 90kts.

(b) Endurance: 2+20 hrs.

(c) Capacity: Nine passengers (with crew of three).

(2) CH-47

(a) Normal Cruise: 120kt - 150kts.

(b) Endurance: 2+45 hrs.

(c) Capacity: Cargo - 15,000 pounds. Passengers - 33.

b. Critical Take-Off Elements:

(1) UH-1

(a) High Density Altitude (Summer).

(b) Low Ceiling/Visibility (VFR FLIGHTS ONLY).

(2) CH-47

(a) High Density Altitude (Summer).

(b) Low Ceiling/Visibility (VFR FLIGHTS ONLY).

c. Landing/Take-Off Minimums:

(1) UH-1

(a) Normal VFR: Day 700/1, Night 1,000/1.

(b) Special VFR: 500/1 (day/night).

(2) CH-47

(a) Normal VFR: Day 500/1, Night 1,000/3.

(b) Special VFR: 500/½ (When authorized by the commander).

Unit Supported: 146th Aviation Battalion.

1. Systems/Aircraft Assigned:

a. RV-1D Fixed Wing.

b. RU-21D Fixed Wing.

c. UH-1 Helicopter.

2. Mission: Classified intelligence gathering flights. Supply/resupply to forward area sites.

3. Weather Elements Critical to Operations:

a. RV-1D:

(1) Take-Off Wind Limitations:

- (a) Maximum Crosswind 18kts.
- (b) Maximum Prevailing Winds 60kts.
- (c) Maximum Gust Spread 20kts.

(2) Flight Level Wind Limitations: Greater than 80kts from any direction.

(3) Icing Limitations: Continuous icing of moderate or greater accumulation.

(4) Turbulence Limitations: Moderate or greater, particularly Clear Air Turbulence (CAT).

(5) Thunderstorm Limitations: Greater than 5% MIC.

b. RU-21D:

(1) Take-Off Wind Limitations: Same as RV-1D.

(2) Flight Level Wind Limitations: Greater than 80kts observed or forecast between 150° and 210° or greater than 140kts from any direction.

(3) Icing, Turbulence and Thunderstorm Limitations: Same as RV-1D.

c. UH-1: Same as 201 Avn Co, 19 Avn Co.

4. Terminal Forecast:

a. Recovery forecast for either destination or alternate approaching or going below minimums.

b. If any of the above elements are forecast prior to mission departure, the mission will be delayed or cancelled.

c. If any of the above elements occur or are forecast to occur while the mission is in progress, the mission will be aborted.

d. Accurate forecasts are absolutely essential to the 146th due to the sensitive nature and timing requirements of the mission, and the airframe used.

5. Performance Capabilities and Limitations:

a. Performance:

(1) RV-1D:

- (a) Normal Cruise: 185kts.
- (b) Endurance: Classified.
- (c) Normal Cruise Altitude: Classified.

(2) RU-21D:

- (a) Normal Cruise: 190kts.
- (b) Endurance: 4+30 hours.
- (c) Normal Cruise Altitude: 2,000 - 10,000 feet.

(3) UH-1: Same as 201 Avn Co, 19 Avn Bn.

b. Critical Take-Off Elements:

(1) RV-1D:

- (a) Crosswinds (greater than 18kts).
- (b) Low ceiling/visibility.
- (c) Freezing precipitation.
- (d) Snow/ice on runway.

(2) RU-21D: Same as RV-1D.

(3) UH-1: Same as 201 Avn Co, 19 Avn Bn.

c. Landing/Take-Off Minimums:

(1) RV-1D:

(a) Take-Off:

- 1. 1/2 mi visibility (regardless of ceiling) with GCA operational.
- 2. 600/1 (No GCA).

(b) Landing:

1. ½mi visibility with GCA operational.
2. 1mi visibility with TACAN only.

(2) RU-21D: Same as RV-1D.

(3) UH-1: Same as 201 Avn Co, 19 Avn Bn.

Unit Supported: 45th Transportation Company (Aviation).

1. Systems/Aircraft Assigned:

- a. OH-58.
- b. UH-1.

2. Aircraft Maintained:

- a. All aircraft assigned to A-511.
- b. C-12 (Fixed Wing).
- c. U-21 (Fixed Wing).
- d. OV-1 (Fixed Wing).
- e. AH-1 (Helicopter).

3. Mission: Perform all maintenance for US Army aviation in the Republic of Korea and flight-test all US Army aircraft.

4. Weather Elements Critical to Operations:

- a. OH-58 (Helicopter):

(1) Crosswind Limitations: None (NOTE: Cannot start or shutdown engine with gust spread of 15kts or greater. Maximum winds for hover: 45kts).

(2) Icing: Must avoid all icing conditions.

(3) Turbulence: Operates in up to moderate turbulence.

b. C-12 (Fixed Wing):

- (1) Crosswind Limitations: 25kts or greater.
- (2) Maximum Prevailing Wind: 60kts.
- (3) Icing: Up to moderate.
- (4) Turbulence: Up to moderate.

c. AH-1 (Helicopter):

- (1) Crosswind Limitations: Same as UH-1.
- (2) Icing: Must avoid all icing conditions.
- (3) Turbulence: Up to moderate.

d. OV-1: Same as RV-1D.

e. U-21: Same as RU-21D.

f. For all other assigned aircraft see pages B-2 through B-7.

5. Performance, Capabilities and Limitations:

a. Performance:

(1) OH-58:

- (a) Normal Cruise: 90kts.
- (b) Endurance: 3 hours.
- (c) Normal Cruise Altitude: 200 to 3,000 feet.
- (d) Capacity: two passengers (with crew of two).

(2) C-12:

- (a) Normal cruise: 245 - 250kts.
- (b) Endurance: 5 hours.
- (c) Normal Cruise Altitude: 2,000 - 10,000 feet.

(NOTE: C-12 has airborne weather avoidance radar).

(d) Capacity: 6 passengers with crew of 3 (VIP configuration), 10 passengers with crew of 3 (troop configuration).

(3) AH-1:

(a) Normal Cruise: 130kts.

(b) Endurance: 2 hours.

(c) Normal Cruise Altitude: 200 - 3,000 feet.

(4) OV-1: Same as RV-1D.

(5) U-21: Same as RU-21D.

(6) For all other assigned aircraft, see pages B-2 through B-7.

b. Critical Take-Off Elements:

(1) OH-58: Same as UH-1.

(2) C-12: Same as RU-21D.

(3) AH-1: Same as UH-1.

(4) For all other assigned aircraft, see pages B-2 through B-7.

c. Landing/Take-Off Minimums: All test flights require VFR conditions:

(1) OH-58: Same as UH-1.

(2) C-12: Same as RU-21D.

(3) AH-1: Same as UH-1.

(4) For all other assigned aircraft, see pages B-2 through B-7.

SECTION C

SYNOPTIC CLIMATOLOGY

(None on File)

SECTION D

RULES-OF-THUMB (ROTs)

(None on File)

SECTION E

FORECAST STUDIES

(None on File)

SECTION F

CLIMATOLOGICAL DATA

ANS 1000
REV 10 02
PREVIOUS EDITION MAY BE USED

SECTION G

SYNOPTIC CASE STUDIES

(None on File)

SECTION H

TERMINAL FORECAST WORK/PREPARATION SHEET

Det 19, 30 WS		TERMINAL FORECAST WORKSHEET		PYONGTAEK				
1. FORECASTER		2. MONTH		3. DATE/TIME				
4. ANALYSIS								
A. 500MB: PVA /NVA /NEUTRAL		F. MOISTURE FOR FOG/STRATUS						
B. 850MB: LIFTING /SUBSIDENCE		G. MOISTURE AT 850MB 700MB 500MB						
C. 850-500MB SHOWALTER INDEX		H. SURFACE WIND DIRECTION						
D. WW/MWA NUMBER /CRITERIA								
E. LOCAL WW/MWA NUMBER /CRITERIA								
5. SYNOPTIC SITUATION								
(CURRENT OBSERVATION:)								
6. TERMINAL FORECAST								
RKSG		QNH		INS				
		QNH		INS				
		QNH		INS				
		QNH		INS				
		QNH		INS				
AMD/COR/RTD (REASON:)								
FTAS75 RJTZ		AMD/COR/RTD						
RKSG AMD/COR/RTD		QNH		INS				
		QNH		INS				
		QNH		INS				
		QNH		INS				
		QNH		INS				
AMD/COR/RTD (NOTE: The time on the last line is not used with RTD.)								
7. VERIFICATION								
HOUR	1	2	3	4	5	6	12	24
TIME								
CIG P/O								
VIS P/C								
CC								
PRECIP								
INTER								
8. REMARKS								

30 WS FORM 0-62
Oct 79